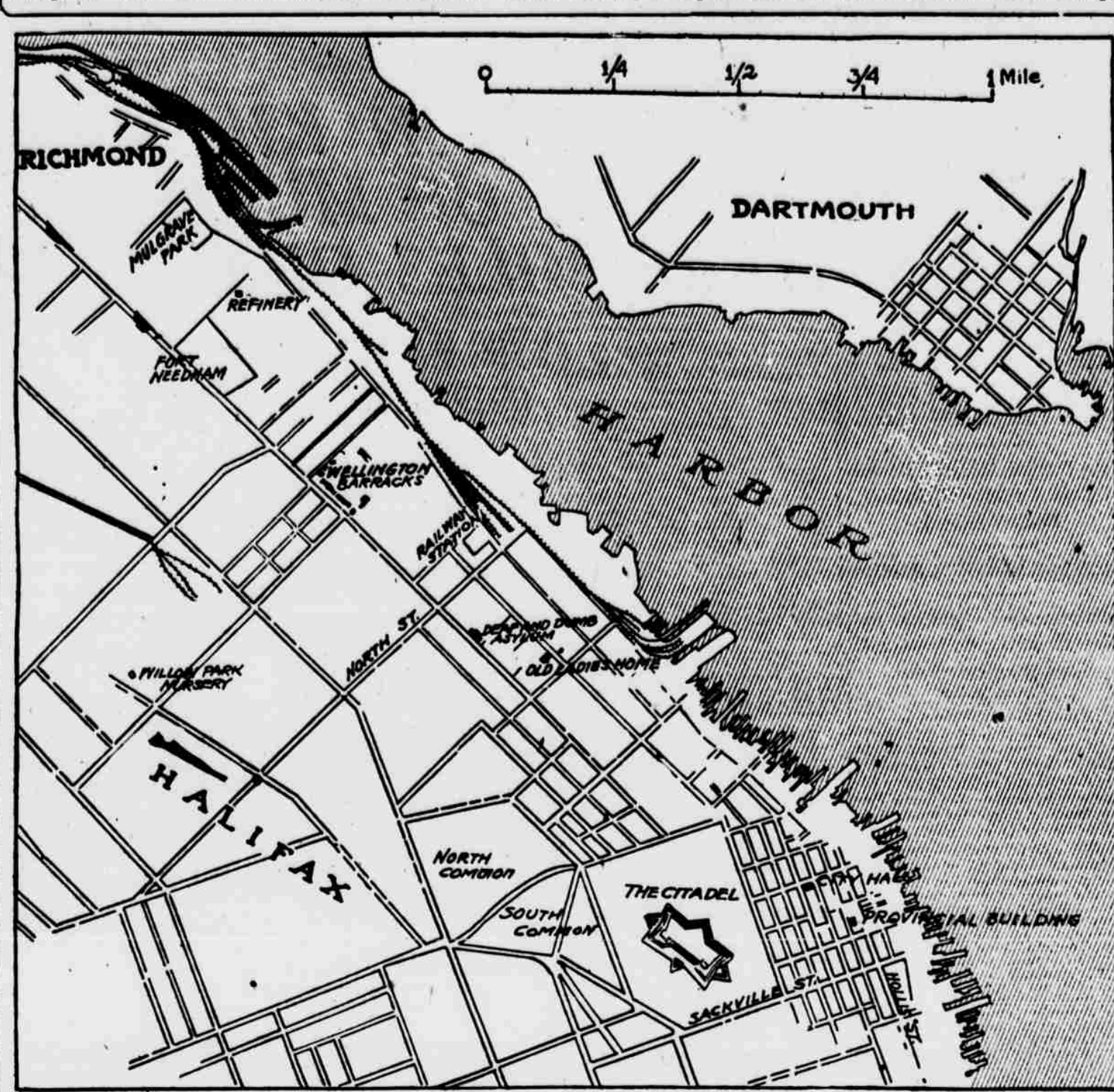


Map of Halifax Harbor and District Wrecked by Explosion of French Munition Ship



The map shows the principal points in the two square miles of the city in which 2,000 are estimated to have been killed, thousands injured and millions of property damage done. The district takes in the northern and northeastern parts of the old shipping town. Many houses in this territory crumbled

the ruins of buildings are removing the debris of the dead.

The collision which resulted in the explosion of the French munition ship, which was only slightly damaged, backed away, for when flames burst out on the munition ship, and it was abandoned by the crew. The captain of the Mont Blanc ordered his crew to the boats as he realized an explosion was inevitable. The men reached shore safely before the tremendous blast seven minutes later, which blew the ship to pieces and wrecked a large part of the city.

The business life of the city had just begun for the day when the town was shaken to its foundations by the explosion. Persons in the streets were picked up bodily and hurled to the ground. Occupants of office buildings cowered under a shower of falling glass and plaster. Houses in the Richmond section crumpled up and collapsed, burying their tenants.

In the main part of the city, where the buildings are chiefly of stone or brick, the damage was confined to the shattering of windows, and most of the casualties in this section were caused by flying glass.

In the west and northwest ends the damage was more extensive and there the walls of many houses were blown to bits. It was in Richmond, however, opposite the scene of the explosion, that the havoc was greatest, whole blocks of dwellings, mostly of frame construction, being leveled.

Fires Burn Till Exhausted.

Street after street is in ruins and the structures which were left standing by the explosion were destroyed by fires which broke out simultaneously in a score of places and which it was impossible to check until they had burned themselves out. It is believed scores of persons who had been injured by the flames, from which they were helpless to flee. The fires in this district still are smoldering.

Five minutes after the explosion the streets in all parts of Halifax were filled with frenzied, panic-stricken throngs striving to reach the outskirts in an effort to escape what they believed was a raid by a German fleet. Hundreds of them had been cut off by the shower of glass which followed the explosion.

In the Richmond section the scenes enacted defied description. Seriously injured men and women crawled from the wreckage of their homes and lay in the streets until they were removed in ambulances and automobiles to hospitals. Those less seriously hurt aided streets piled high with debris were found the shattered bodies of many women and children. Several children were crushed to death, while others were hurled against telegraph poles by the force of the explosion.

Many Perish in Flames.

In scores of cases occupants of houses who had escaped without injury or who were only slightly hurt were baffled by the flames in their search for members of their families and were forced to stand by while their loved ones perished. In the Richmond section, where the flames had been burning for hours, many of the houses had become funeral pyres for loved ones.

A government employee named MacDonagh, who had been ordered to search his home after the explosion, found that his wife and four children had perished. His two-year-old daughter had been killed while playing in the yard of her home.

Among those killed were the chief of the Fire Department and his deputy, who were hurled to death when a fire engine exploded.

Scores of those who lost their lives were children in the public schools in the north end of the city. The explosion broke limbs and were rescued with difficulty from the ruined buildings. The teachers who escaped injury worked heroically to save the lives of the children under their charge.

Lebanon Coleman, manager of the Canadian Express Company, was killed when the roof collapsed.

Refuge Sought in Fields.

In less than half an hour after the disaster 5,000 persons had gathered on the common and thousands of others had sought refuge in the fields. The city was a scene of confusion and chaos. Hundreds were reported missing by their relatives and it was not known whether they were alive or dead.

The work of relief was promptly organized. The Academy of Music and many other public buildings were thrown open to house the homeless. Five hundred beds had been erected on the common, and these will be occupied by the troops who have surrendered their barracks to the women and children.

Every nook and cranny in all available buildings was made ready within an hour to receive the wounded. A steady stream of ambulances, which soon were filled to capacity with the injured. Physicians, nurses and volunteers toiled ceaselessly in the work of succor. Their ranks soon were swelled by the arrival of constantly increasing numbers from nearby towns. It was announced before nightfall that twenty-five of the injured had died.

Many of the Injured Will Die.

Those who were only slightly injured were sent to their own homes or to those of friends after their wounds had been treated. There were hundreds of cases of serious injury, however, and it is expected the death list will be greatly increased by those who succumb to their wounds. Automobiles were still scurrying about all day, but the city at night carrying blanket clad burdens.

A committee of citizens already has been formed, and assistance is asked from all outside points. The supplies most needed are blankets, food, clothing, putty, bedding and blankets. The Mayors of all towns in the province have been asked to rush supplies to Halifax.

The forces were ordered by the city to Truro, seventy-five miles away, where windows were shattered. All telegraph and telephone wires were torn down, and for several hours Halifax was completely isolated from the outside world. The concussion shattered the big gas tanks of the city. All power plants are out of commission and newspaper offices have been so badly wrecked that publication is impossible.

Confusion of Signals.

Frank Mackie, pilot of the Mont Blanc, said tonight that the collision resulted from a confusion of whistles sounded by the ship. He believes the fire which caused the explosion was due to the fact that the munition ship carried a deck-load of benzene.

Charles Prest, gasoline engineer on the steamer Wasp, B. which had been in dry dock, had a narrow escape from death.

"We had eighty gallons of gasoline in our tanks, when a shell from the munition ship struck us," he said. "We had it left the dry dock to go to Bedford Basin to get some plates, and were opposite the harbor when the explosion came. I saw the ship coming down the basin and the Mont Blanc going up."

things on the battlefield to equal the scenes of destruction he witnessed in Halifax today.

It was reported tonight that all the occupants of the hotels of the city are safe. Some of them were cut by flying glass, but none was seriously injured.

First Thought of Air Raid.

The horror of an air raid possessed the minds of many when the explosion on the Mont Blanc shook this fortress town to its very foundations. There were three distinct shocks. First, a comparatively light rumble like a seismic disturbance started the city. A moment later a terrific blast made even the Citadel quake, then a crash of glass throughout a wide area completed the confusion.

Thousands pushing into the open, saw a thick cloud of gray smoke hanging over the north end of the city. This strengthened their conviction of an attack from the air.

It was feared that other explosions would follow, and so far as possible the frightened ones were herded in the southern part of the city. Great crowds gathered in open lots and remained there for hours until they believed all danger was past.

Systematic efforts were being made tonight to identify the dead, but great difficulty was encountered, as numbers who were killed had suffered injuries which made recognition impossible.

Much Suffering Already.

Despite the prompt and generous succor from nearby places, there was much suffering among the homeless tonight. The temperature, while not low for this district, held below freezing.

Many of the fires were caused by overturned stoves, and these generally were in frame houses that lent themselves readily to the flames.

The steamship line, which appeared to have escaped serious damage, was nevertheless beached, as following the collision she too caught fire and seemed for a time in imminent danger of destruction. Her crew escaped.

A large Canadian steamship moored at the north end was torn from her moorings by the concussion and set drifting in midstream.

Among the notable structures wrecked was St. Joseph's Church and the school building adjoining. The immense cordage factory in that district also was demolished.

The search among the ruins for bodies continued tonight under a great hand lamp, as a large part of the city was in darkness save for torches and lanterns.

Fear of food shortage is entertained by some, though encouragement is found in the word that trainloads of provisions are already on the way here from several points. The immediate feeding of homeless ones amid the confusion remains, however, a serious problem. Everything possible is being done to systematize the distribution of food as well as of clothing and bedding.

A second outlet for news of the disaster was established late today after several hours of emergency labor. Following the restoration of one telegraph wire, the cable line to the New England coast was repaired and this dispatch is so going forward.

Doctors Toll by Lamplight.

The city was in darkness tonight except for the flames from the still burning in the wrecked buildings in the north end. The electric light and gas plants were virtually destroyed and the only lights available are kerosene lamps. They furnished the illumination by means of which surgeons and doctors toiled heroically throughout the night caring for the injured.

Soldiers, sailors and police patrolled the streets to-night and upon them fell the burden of the night. The search for the bodies of the dead and wounded. The Canadians were assisted in this work by bluejackets from the cable line to the New England coast was repaired and this dispatch is so going forward.

Only a pile of smoldering ruins marked the spot where the great building known as the North Street Bridge, extending north to Pier 8 on the Richmond waterfront and back to a point running parallel with Gottington street, has been left standing in this section of the city.

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and fell upon their occupants. The greatest damage, say the reports, was done in the region north of North street, extending to and including Richmond, which is the extreme northern section shown. The explosion was just north of Richmond.

BOSTON RUSHES AID.

Special Train Carries Supplies and Doctors to Stricken City.

Boston, Dec. 6.—The State of Massachusetts came promptly to the relief of stricken Halifax and a special train carrying supplies and doctors, with A. C. Ratnesky of the Public Safety Committee in charge, left at 10 o'clock tonight. He carried with him a personal message from Gov. McCall and a force of physicians furnished by the State National Guard. On board were eleven physicians, ten nurses and two quartermasters, all members of the State guard, five Red Cross workers and a party of newspaper men. The baggage car was filled with medical supplies and hospital cots.

PORTLAND, Me., Dec. 6.—Five cartloads of supplies, including additional telegraph material, groceries and dry goods, left here tonight by special train for Halifax.

Augusta, Me., Dec. 6.—Gov. Milliken today sent the following telegram to the Lieutenant-Governor of Nova Scotia and Mayor of Halifax:

"I extend to you the deepest sympathy of the people of Maine in the terrible disaster that has stricken Halifax. Any help Maine can give is yours."

RED CROSS PROMPT.

Relief Train Leaves New York With Food and Clothing.

New York city sent a special Red Cross train last night for the relief of Halifax. On the train, under orders from the national headquarters at Washington, were food, mattresses, blankets, sweaters, overcoats and a large quantity of clothing for women and children.

The Red Cross also sent from Boston a Massachusetts special six experienced disaster workers, with supplies.

Immediately after news came of the disaster the Red Cross began plans for relief, waiting for a formal call for assistance from Canada. This telegram was dispatched last night to the Lord Mayor of Halifax, the Lieutenant-Governor of Nova Scotia, the Canadian Red Cross at Toronto and the Canadian patriotic club at Ottawa.

"Sending supplies by special train for relief of Halifax," was the first formal call for assistance from Canada. This telegram was dispatched last night to the Lord Mayor of Halifax, the Lieutenant-Governor of Nova Scotia, the Canadian Red Cross at Toronto and the Canadian patriotic club at Ottawa.

"Director-General Civilian Relief," "American Red Cross," "Two Red Cross workers, Foster Rockwell and J. S. Elsworth, from the office of Jesse H. Jones, director of military relief, were in Halifax when the explosion occurred. Mr. Rockwell telegraphed news of the explosion and said he would send details later, but no further news was received from him last night. Mr. Elsworth's name was not mentioned in the despatch, but officials assumed that he was safe and possibly he would be sent forward to help in the relief work. Regular and volunteer firemen were put aboard the earliest train to help check the conflagration which started in the Richmond district, which bore the brunt of the explosion.

George Graham, manager of the Dominion Atlantic Railway, who was in Halifax and was one of the first to reach the devastated area, reported that a sudden break in the story of the Halifax disaster coming into the office of the Associated Press over the wire of the Canadian Press came at 10 o'clock last night. This wire was the only one in operation in Halifax since the explosion. Efforts to raise Halifax were ineffectual.

An hour later it was learned that the operator who had been sending from the stricken city, had left his key when a messenger brought him news that his wife had been dangerously injured.

HALIFAX WIRE FAILS.

Operator Leaves Key When Notified His Wife Is Injured.

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God and Myself

An inquiry into the True Religion

By Martin J. Scott, S. J.

FEAR FELT HERE FOR BERLIN ANNOUNCES NIEUW AMSTERDAM RUSSIAN ARMISTICE

Holland-America Liner Believed to Have Been in Harbor of Halifax.

Suspension of Hostilities Over Entire Front for Ten Days Is Reported.

NEW YORKERS ON BOARD BEGINS AT NOON TO-DAY

Vessel Carried 1,200 Passengers and a Crew of 350, With Food for Belgium.

Fear that the Holland-America liner Nieuw Amsterdam was in Halifax harbor at the time of the explosion, probably well within the zone of devastation, was seriously entertained in shipping circles yesterday afternoon, though officials of the line refused to admit it in any words.

The Nieuw Amsterdam, a steel twin screw steamer of 17,000 tons, in command of Commodore J. Baron, Lieutenant R. N. R., sailed from this port on Saturday, November 24, with about 1,200 passengers, 800 of whom were steerage. She put in at Halifax in the course of the extraordinary routine prevailing in this time of war for examination by the British authorities before nosing out to sea for her voyage to Rotterdam via Plymouth and Boulogne.

There were five officers besides Commodore Baron—Chief Officer Wepeler, Chief Engineer Edlshoven, Ship's Surgeon Dowling, Purser Van Wyk and Chief Steward Zoutendijk. The liner carried a crew of 350. Of the cabin passengers only ten or twelve were Americans. The other passengers were principally Hollanders returning home from this country or the Dutch colonies.

Three names that appear on the passenger list are also found in the New York City Directory, so it is inferred that the New Yorkers aboard the Nieuw Amsterdam did not exceed three, if there were actually that many. The names as checked up in the directory are: Dr. J. P. J. van der Meer, 1461 Minford place, The Bronx; Morris Iarabick of Brooklyn, senior member of the board of directors of the Dutch-American Bank, 143 Waverly place.

Had 10,000 Tons of Corn.

Resident passengers the Nieuw Amsterdam carried a cargo of 10,000 tons of corn for Belgium relief. She was the first Dutch ship to reach this port since the Federal Government declared an embargo on the sailing of such ships several months ago. The vessel was built at Belfast in 1906 by Harland & Wolff Ltd.

Whether other passenger ships were in Halifax harbor at the time of the explosion could not be learned, since the Western Union Telegraph officials said that all land lines are down, and the plant of the United States Cable Company at Halifax was seriously damaged. That operation in the immediate future was believed to be out of the question.

Several vessels that missed the explosion by a narrow margin were ready determined, however, they having reported their departure to their New York offices. These included the Bergenfjord of the Norwegian-American line, which was carrying home German diplomats ousted from South American countries and China, and the Scandinavian-American liner Helig Olav.

TRAFFIC REROUTED.

Trunk Line Railways Start at Once to Counteract Disaster.

Special Despatch to The Sun.

Chicago, Dec. 6.—Managers here of big Eastern railroads said this evening that they did not fear congestion as a result of the great disaster at Halifax and said the business of rerouting shipments was already under way. They admitted that the temporary loss of the great port was a hard blow, but that quick action would minimize its effect.

Much anxiety is felt over the extent of the loss, particularly railway equipment and stores destined for France and Belgium. The probable loss of transports and other badly needed shipping was also discussed.

Meanwhile all railroad operating lines were busy all day and to-night shifting routes, transmitting orders and taking other steps to meet the emergency. The additional burden will be distributed among various American lines until such time as the Halifax Harbor and piers are made ready for the resumption of business.

HAS GREAT HARBOR.

Halifax Represents Vast Outlay in Last Few Months.

With a harbor large enough to shelter the entire British navy, and with docking and railroad facilities representing an outlay of more than \$10,000,000 within the last eighteen months, Halifax represents the greatest British military and naval station in North America.

Last February, after Germany announced that all ships neutral or otherwise would be sunk if caught entering a British harbor, Halifax was selected by the British Government as its main port of clearance. Up to that time, Kingston, England, had been used for that purpose.

Halifax is an old city, founded in 1759 by the English. Up to two years ago its main disadvantages lay in its comparative remoteness as a railway center, but the improvements established since that time have overcome this. The harbor boasts a landing quay 2,000 feet in length, and contains six piers each 1,250 feet long.

These contain berths having a depth of forty-five feet of water, sufficient to accommodate any ship now afloat, and with a total capacity of from twenty to thirty of the largest vessels. Before the fire, Halifax also boasted a protective breakwater, freight house, elevators and all the various equipment necessary for the economical transshipment of all kinds of freight from car to boat.

Steamship Lost in Storm.

NEW ORLEANS, Dec. 6.—The steamship Norwalk, owned by the Norwalk Steamship Company of Wilmington, Del., was wrecked during a storm in the Yucatan Channel, while en route from Belize, Honduras, to the United States on November 27. Advice received here today said the twenty-one of her crew were landed in Belize last Thursday.

German War Office Says Time Will Be Used in Negotiating Longer Truce.

BERLIN, via London, Dec. 6.—Suspension of hostilities over the whole Russian front for ten days beginning at noon on Friday has been arranged, the War Office announced today.

The text of the communication follows: Yesterday the authorized representatives of the chief army administrations of Germany, Austria-Hungary, Turkey and Bulgaria concluded in writing with the authorized representatives of the Russian chief army administration a suspension of hostilities for ten days for the whole of the mutual fronts. The commencement is fixed for Friday noon.

The ten days period will be utilized for bringing to a conclusion negotiations for any armistice. For the purpose of reporting verbally regarding the present results a portion of the members of the Russian deputation has returned home.

The settings of the commission continue.

RUSSIAN ARMY REBELS.

Troops in Persia Oppose Plans of Bolsheviks.

LONDON, Dec. 6.—The Russian Legation in Copenhagen has published a telegram received from the Russian chief of staff in Persia, saying the administration and the army command in the Caucasus are opposed to the Bolsheviks and that a special delegation has been sent to negotiate with the Russian and British legations concerning the continuation of the war. The despatch adds that the Caucasians will not fight against the Turks, but that they will need financial support.

PARLEY IN PROGRESS.

Negotiations at Brest-Litovsk Are Reported Incomplete.

PETROGRAD, Dec. 6.—Negotiations for an armistice between the envoys of the Bolsheviks of Petrograd and representatives of Germany, Austria-Hungary, Turkey and Bulgaria at Brest-Litovsk are apparently still in progress, but nothing definite has been accomplished yet. The delegates of the Central Powers told the Russians they had power to negotiate only the conditions of an armistice, not the armistice itself. The Russian proposals were refused and counter proposals were made. The negotiations are now being examined by the Russians.

The foreign military officers have left army headquarters at Mottel for Kiev. The official statement expressed the opinion that such demands could be addressed only to a conquered country.

BERLIN ANNOUNCES RUSSIAN ARMISTICE

There is no refusal, which must be established that hostilities shall cease from the expiration of the armistice, which is to begin December 10, if our delegation leaves Brest-Litovsk tomorrow, but it is leave later the armistice will begin later.

Before the commencement of the official armistice it must be definitely established that hostilities shall cease from the expiration of the armistice, which is to begin December 10, if our delegation leaves Brest-Litovsk tomorrow, but it is leave later the armistice will begin later.

From the beginning our delegation insisted on a true record of all negotiations and their determination to publish them in their entirety. The minutes and language of the negotiations are in Russian on our side and in German on the German side. A special commission was created to compare the minutes after every session.

We have requested that the next meeting of the plenipotentiaries be held on Russian territory and that there be an interval of seven days in the negotiations in order that our delegation may return to Petrograd.

According to the plenipotentiaries from the envoys of the Bolsheviks, the elections obtained 2,704,000 votes, the Constitutional Democrats 2,230,000, the Social Revolutionaries, who form the majority of the Left, 221,250.

Dukhovich Warned Troops.

The last message sent to the troops by Gen. Dukhovich, the commander in chief of the Russian forces, before the Bolshevik forces captured his headquarters at Mottel and Bolshevik troops killed him, solemnly warned them against breaking treaties with the Allies and alienating the feelings of the Russian democratic regime.

The message declared that the Bolsheviks would become slaves of imperialistic Germany, where cunning and greed prevented the exercise of justice and freedom of conscience. Germany, he added, would never tolerate the free and democratic Russian people by her side.

Gen. Korniloff, who had been arrested against Premier Kerensky and his government, from prison was reported, gained his liberty by a ransom of the part of friends, who presented a forced document purporting to be a release signed by Sholokovsky, head of the commission having Korniloff's case under inquiry.

Korniloff marched out of the town at the head of 400 of the Tsar's regiment, accompanied by Gen. Denikin, Markov and Arloff, his erstwhile fellow prisoners.

KERENSKY PLANS COUP.

Ex-Premier a Candidate for Constitutional Assembly.

STOCKHOLM, Dec. 6.—The Helsingfors Huvudstadstidning reports that former Premier Kerensky is in a place of complete safety. The newspaper says he is engaged in preparation for the constitutional assembly, and already has been placed on the list of candidates at many places throughout the empire.

The newspaper, Stockholm's Express, reports that Kerensky is in a place of complete safety. The newspaper says he is engaged in preparation for the constitutional assembly, and already has been placed on the list of candidates at many places throughout the empire.

PREVENT FRATERNIZING

Russian Guns Check for When He Attempts Overtures.

LONDON, Dec. 6.—A Russian official communication issued Tuesday said: Enemy attempts at fraternizing in the region of Mihalaele were prevented by artillery. Similar efforts on various sectors in Buchovina were answered by fusillades.

LITTLE RUSSIA LOYAL.

Ukrainians Opposed to Negotiating Separate Peace.

GENEVA, Dec. 6.—The Ukrainian official bureau made the following announcement today: Neither the Ukrainian Parliament nor the Government has opened negotiations for a separate peace with the Central Powers, despite German affirmations to the contrary.

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